

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7015

號二十月五年元統宣

TUESDAY, JUNE 29, 1909.

二拜禮

號九廿月大英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Groom—Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

PAID-UP CAPITAL £1,300,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,300,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 3 months 3½ per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1814.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £470,407)

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Sumatra, Sourabaya, Overboer, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.
Correspondents at Macassar, Pombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per Annum on daily balances.
Fixed Deposits 12 months 4½ per Annum.
Do. 6 do. 4 do.
Do. 3 do. 3½ do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 14th July 1908. [20]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HANKOW. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit—
For 12 months 4½ per Cent.
" 6 " 4 " "
" 3 " 3½ " "

TAKMO TAKAMICHI,
Manager.

Hongkong, 1st June, 1909. [17]

HONGKONG SAVINGS BANK.

Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ per Cent. per Annum.

Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., W. A. von Kuhnhold & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Son,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS:
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KUHN,
Manager.

Hongkong, 4th December, 1907. [15]

Entimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

THE SAVOY.

Hongkong, 19th June, 1909. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908. [18]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DESTINATION	STEAMERS	DATE	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR, Capt. H. W. Kewick, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SARDINIA & YOKOHAMA	Capt. C. C. Talbot, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI	DELTA, Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON, &c., via Canal Ports	ASSAYE, Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 28th June, 1909. [4]

Entimations.

LANE, CRAWFORD & CO.

TOBACCO & CIGARETTES.

MIXTURES:

Craven. Guards. Garrick.
Ardath. Glasgow. Richmond.

CUT TOBACCO:

Old English Curve Cut.
Capstan Navy Cut.
(Medium and Full).

EGYPTIAN CIGARETTES:

Bouton Rouge. Felucca.

VIRGINIAN CIGARETTES:

Craven. Garrick. Blackcat.
State Express. Three Castle (Magnum).

LANE, CRAWFORD & CO.

Champagnes, Marsalas, Sherries, Madeiras, Ports, Burgundies, Claretts, Brandy, Hocks and Moselles, Whiskies, Gins, Bitters, Vermouths, Liqueurs, Ales, Beers and Stouts.

Telephone No. 75.
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
16, Queen's Road Central.

Hongkong, 3rd June, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909. [69]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRY near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909. [77]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 4,105 Tons, "FATSHAN" 4,250 Tons, "KINSHAN" 1,500 Tons.
"HEUNGSHAN" 1,000 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 559 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Saoul." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 4th JULY.
S.S. "HEUNGSHAN."
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M.
Departure from Macao 3 P.M.
Fares: Excursion Rates as usual.
Machado's String Band will play during the Trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

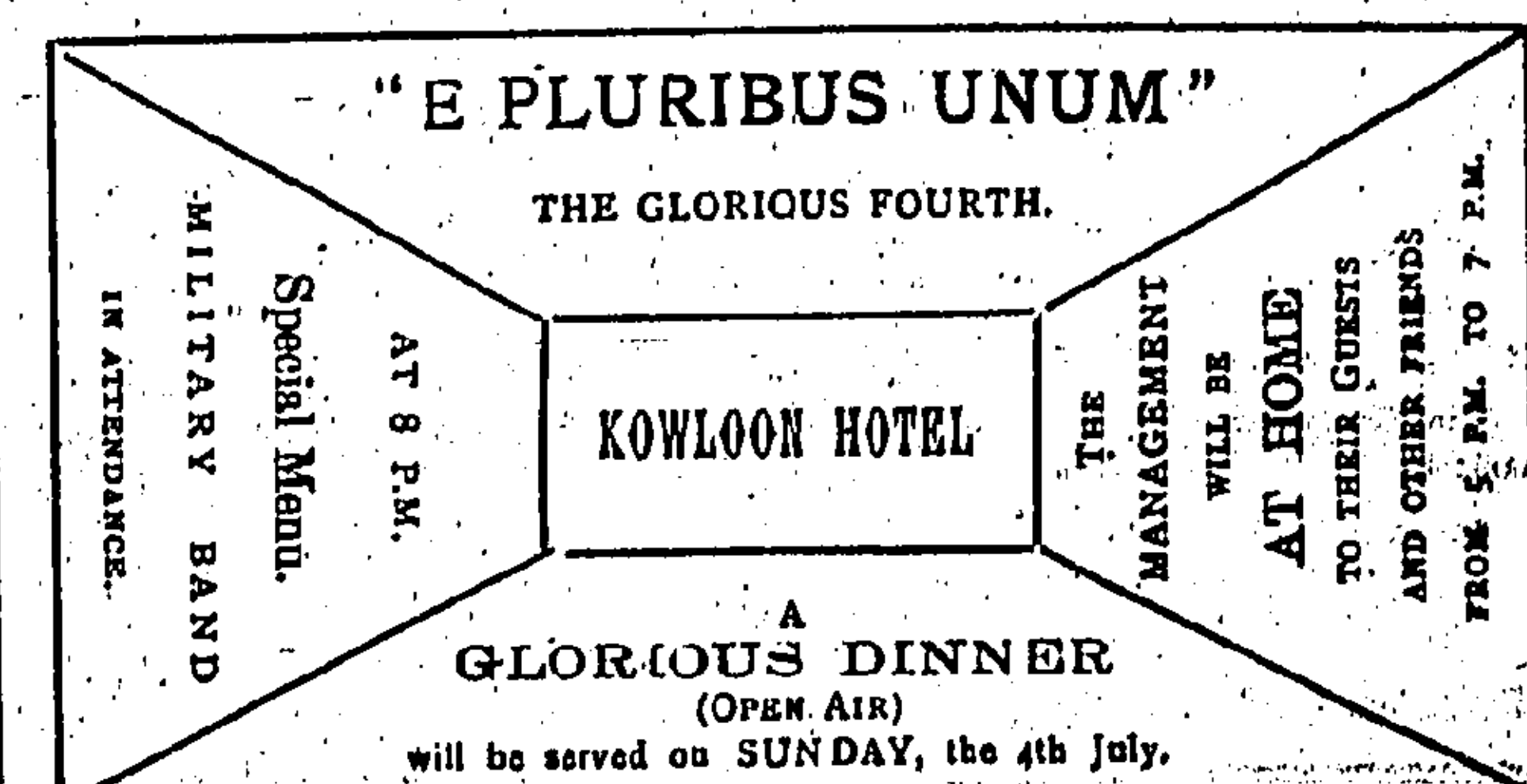
Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909. [16]



Hongkong, 21st June, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 170. Telegrams "Astor."

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASESAND
FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)ALEXANDRA
BUILDINGS,

28, Queen's Road.

Hongkong, 29th June 1900.

THE ANHUI CONCESSION

After just four years of dogged obstruction on the part of the Anhui gentry and about as many weeks of personal negotiations at Peking between Sir John Lister Kaye, the Waiwupu and provincial delegates a faint ray of hope falls across the long-drawn-out controversy of the Tungkuanshan concession. The story of Sir John's successful operations in Anhui goes back as far as 1902: but the present dispute began, practically, in 1904 when the foreign Syndicate formed by Sir John had concluded its attention on the one concession of Tungkuanshan, and the agreement was signed with the Chief Bureau of Commerce in Anhui from which all subsequent trouble has arisen. To enter fully into details of that quarrel would be wearisome. Briefly it may be said that the agreement stipulated that work should be begun at the Tungkuanshan mines within twelve months of the date of sanction by the Imperial Authority, that is to say on June 5, 1905, according to the Syndicate, on May 25 according to the Anhui Bureau. If work were not so begun the whole concession was to be forfeited and the money paid for it be unrecoverable. It is admitted that there was some question as to the degree in which work was begun though not as to the fact, on this point, as on that of the date of sanction, the Syndicate's contentions are upheld by the Waiwupu. The native authorities in Ankiang, however, chose to adopt the opposite view; and in spite of generous offers from the Syndicate which a compromise might have been effected, every possible obstacle was thrown in the way of Mr. Maguire, the Syndicate's engineer, to prevent his doing any efficient work. In September, 1905, the departure of Lord Li Ching-fang to take up the post of Chinese Minister in London offered some hope of a settlement as Lord Li is himself an Anhui man and might have been trusted to represent his fellow-provincials' interests fairly. Negotiations were opened in London but without any practical effect; and four or five weeks ago Sir John Lister Kaye, arrived in Peking to make one final effort to arrange a settlement.

During these weeks, as our readers may have noticed, the native Press has referred constantly to the discussions in the capital. But it is already only too clear that the statements of native journals on such questions are to be regarded rather as curiosities than as solid information, and the first trustworthy account of the progress of negotiation is contained in a letter from Sir John Lister Kaye himself to the "Peking Daily News" of June 17. In this letter we are told that "the draft agreement, which contains the proposals for co-operation between the concessionaires of the Tungkuanshan mines and the gentry of Anhui, has been completed, but it has not yet received the approval of the Chinese Government" and a summary of those proposals then follows. It is certainly no exaggeration to say, as Sir John says, that this draft agreement "has been most carefully drawn up with a view to arranging actual co-operation between English and Chinese" in all essentials. "Sovereign rights," which we do not need to be told have proved "one of the most troublesome points of objection," are safeguarded by the proposal that a large sum shall be paid by the concessionaires, as the Imperial Government shall direct, for purchase of the lease of all Government and private lands, not be it observed for the lands themselves, that may be required for the working of the mines, and all such purchases shall be arranged by the Anhui Bureau of Commerce. Accounts are to be under the joint supervision of a British and a Chinese manager, the latter to control all business concerning the Company in regard to Chinese officials, gentry, merchants, and people. "Special provision is made for the employment of as many Chinese as possible," and in regard to the purchase of materials for the mines preference shall be given to Chinese material (the italics are ours) on the condition, of course, of equal quality and prices. Over and above these terms, the draft agreement contemplates the establishment in connection with the mines of a school of mining engineering, wherein Chinese may be trained for the future service of their country, and promises an annual subscription to local charities, in proportion to profits. Finally a generous provision is made for Chinese capitalists by the ear-marking of 160,000 £ deferred shares, to be offered at par to the Chinese public; while at all times it is expressly provided that "the shares of the Company will be available for purchase by anyone in the open market."

Whether the generosity of these proposals will be recognized as readily in Anhui as it is by disinterested onlookers, remains to be seen. It is to be feared that the intransigence of the local gentry has not tended to diminish with lapse of years. The hopes that were based on the influence that Lord Li might be able to exert through the fact of his owning Anhui as birthplace, have, hitherto, been completely frustrated. So far from his recommendations to compromise being accepted, they have merely earned him opprobrium as a traitor; and there seems to be small guarantee that the delegates in Peking may not similarly be rejected, if they accept the draft agreement. Meanwhile the exact point that has been reached in the negotiations is still uncertain. The introductory paragraph quoted above from Sir John Lister Kaye's letter is misleading; it does not show clearly whether it is the Imperial Government that for the moment withholds consent, or the Anhui delegates who are standing out for still more favourable terms, if such could be devised. In all human probability it may be suspected that the Central Government would only be too thankful to see the controversy adjusted; and if this suspicion be correct, it is earnestly to be hoped that the gentry of Anhui will consider their ways carefully before they reject the offer now made to them. It is idle to pretend that the opposition to the Syndicate is shared by the people of the Tungkuanshan. Every symptom goes to prove that if the mines had gone into full operation there would be

no stir of native miners. Even for the small amount of work that has been possible to do Mr. Maguire has received many more applications for employment than he has been able to accommodate. Whatever view the official classes of Anhui may take of the Syndicate's claims, it must be remembered that the latter have been recognized as equitable by the Waiwupu, which has certainly nothing to gain by exasperating the provincials with a partial decision. Once this principle has been established, the draft agreement can be judged on its own merits, not only for the benefit of Anhui but as a striking instance of that desire for mutual interest and equal opportunities which alone can afford a solid basis for the transactions of foreign enterprise in China.—N. C. D. News.

Entertainment

THEATRE ROYAL
CITY HALL.

SATURDAY NIGHT, 3rd prox.

GRAND BOXING
Exhibition.

CHINESE v EUROPEANS.

EIGHT ROUNDS.

"KUNG-FOO" (CHINESE) STYLE.

A NOVEL ENTERTAINMENT.

ADMISSION PRICES:

Ring Seats 5s

Dress Circle 1.50

Pit 1

Doors open at 7 P.M.
Commencing at 8 P.M.
Box Plans at Messrs. SINCERE COMPANY, Des Vaux Road.
Hongkong, 29th June, 1900.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine Per Bot. \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1900.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TUILET REQUISITES

FOR SALE.

11, D'AGUIAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907.

GUNS

DIRECT from the manufacturers at lowest prices, 12 bore Double Breechloaders from 30s each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Milecross, London, E.C. England.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Pank subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.20 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,
Hongkong Telegraph Co. Ltd.

Hongkong, 1st December, 1900.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease, a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAXPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

O. C. MOOSA,

1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHING.

Samples on application. Constant
Port orders carefully executed.

Hongkong, 29th September, 1900.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

同隆公司

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL,

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Telephone 5th August, 1900.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs reserved on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 1st April, 1901.

HONGKONG AVERAGE MARKET PRICES.

Corrected 26th June, 1900. cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mai Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shio

" Breast—Ngau Lam

" Soup, Tong Lok

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chaung

" Bullock's Brains—Known per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tan

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai

" Lau-koek

" Mutton Chop—Yeung Pak Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pig's Chittlings—Chi cheung

" Brains—Chi Kow

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pak Kwat

" Corned—Ham Ngau Yuk

" Leg—Chi Pei

" Fat or Lard—Chi Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Jacking Pig, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

"

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Siu Kai

" Ducks—Ap

" Doves—Fan Kau

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheng Hoi Ye

" Ngo

" Musk Deer—Wong Keung

" Hare—To Chai

" Partridge—Chi Khoo

" Pheasant—Shan Kai

" Pigeons, Canton—Pak Kup

" Holbow—Holbow Pak Kup

" Quail—Um Chun

" Rice Birds—Wo Fa Cheuk

" Snipe—Sa Chai

" Turkeys, Cook—Fo Kai Kung

" Hen

" Wild Ducks, Shanghai, Salted

" Teal, Shanghai, Salted

" Wild Ducks Canton—Sang Shing Sai

" Ap

FISH.

Barbel—Ka Yu

" Beam—Bin Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Crabs—Mun Yu

" Crabs—Hoi

" Cuttle Fish—Mak Yu

" Dab—Sa Mang Yu

" Dace—Wong Mei Lun

" Dog Fish—Tik To Sa

" Eels, Congor—Hoi Man Yu

" Fresh water—Tam Sui Yu

" Yellow—Wong Sin

" Frog—Tien Kai

" Garoupa—Sak Pan

" Gadgroun—Pak Kup Yu

" Herrings—Tso Pak

" Halibut—Cheung Kwan Yu

" Labrus—Wong Fa Yu

" Loach—Wo Yu

" Lobsters—Lung Ha

" Mackerel—Chi Yu

" Monk Fish—Mon Yu

" Mullet—Chai Yu

" Oysters—Sang Hoo

" Parrotfish—Kai Kung Yu

" Perch—Tan Loo

" Pike—Fa Paw Poong

" Pluke—Fan Yu

" Pomfret, Black—Hak Chong

" Pomfret, White—Pak Chong

" Prawns—Ming Ha

" Ray—Pai Pa Sa

" Rock Fish—Sak Kan Kung

" Roach—Chun Yu

" Silurus, (Grouper), fresh water—Ma Yu

Cents.

Shark—Si Yu

Skate—Po Yu

Intimation.

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Hongkong, 17th March, 1909. [28]

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five cents (for cash only).

BIRTHS.

On June 15, 1909, at Ichang, to Mr. and
Mrs. A. ROSS, a daughter.On June 21, 1909, to Mr. and Mrs. WILLIAM
MARTIN, a daughter.On June 22, 1909, at Shanghai, to Mr. and
Mrs. FRANCIS P. GERRAHY, a daughter.

DEATH.

On June 25, 1909, at Shanghai, THERESA,
the beloved wife of A. B. Severin.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 29, 1909.

PRATAS ISLAND.

The following editorial comments appear in
the N. C. D. News of 25th inst.:—Judging by
the telegrams from Tokio this week the Pratas
Island controversy is in a fair way to arrive at
a settlement. The dispute dates from about
the beginning of last March, at which time a
party of Cantonese fishermen complained that
they had been driven from Pratas Island and the
adjoining waters by Japanese colonists, who had
taken possession of the island (at what time is
not clearly stated but apparently within the last
three years) and were working it for its valu-
able deposits of guano. That Pratas Island is
a Chinese possession, the Japanese Govern-ment was quite prepared to admit. It asked
for documentary evidence which China
could not produce. There appears, how-
ever, to be no doubt that Chinese dwell-
ings and even a Chinese temple were in
existence on the island when the Japanese
arrived; and although the amazing ferocity
of Chinese officialdom had permitted others
to discover the true value of the island, it was
clearly impossible not to recognize the
Chinese claim. Last Wednesday we were
told that such recognition would be ac-
corded in return for compensation to the
Japanese settlers. To-day a further telegram
states that Commissioners of both nationalities
are about to proceed to the island. The de-
mand for compensation does not appear to be
altogether equitable. That Japan has already
as good as admitted Chinese ownership of
the island, is proved by her expressed willingness
on certain conditions to recognize that fact. In
the light of this admission, the Japanese settlers
stand convicted of trespass and the utmost they
can fairly expect is to receive what profits they
have already amassed. It is yet uncertain whether
China has accepted the idea of compensa-
tion, or whether she merely proposes to buy the
plant on the island. But the latter idea should
certainly afford a sufficient basis for negotiation.

LOCAL AND GENERAL.

THE English, French and German mails of
the 27th and 28th May and 3rd June were de-
livered in London on the 28th inst.TWELVE strokes of the birch and 48 hours' de-
tention was awarded a Chinaman with no oc-
cupation at the Magistracy to-day for assault-
ing a compatriot at Connaught Road West
yesterday.AS THE opium prohibition measures are de-
cided to have been carried out in Shanghai
with much success, the Government proposes
to order all the provinces to adopt the regulat-
ions in force in that province for suppressing opium
smoking.FIFTY dollars was the fine imposed at the
Police Court to-day on Chan Kau, a boatman,
for making fast to the s.s. *Zaphir* whilst under
way yesterday. Another boatman was fined \$10
for anchoring his boat within the limits of the
Southern Railway.WITH reference to the piracy in Deep Bay
which took place on the 22nd instant, reference
to which appeared in our last issue, two men
were brought up before Mr. F. A. Hazeland
(First Police Magistrate) at the Magistracy
this morning and a formal remand was obtained
for a week.THE May shipbuilding returns from Clyde
yards show that the launches during the month
numbered twenty-two, the aggregate tonnage
being 38,500 tons, whereas during May, 1908,
the number of vessels was larger, being twenty-
seven, but their tonnage was only 14,000 tons.
For the first five months of the current year
seventy-seven vessels have been launched, as
compared with 122 last year, but the tonnage
was 21,000 tons more this May.As reported recently in our columns, petroleum
oil has been discovered in a well at Mori-mura,
near Oishi Station on the Haoshin Electric
Railway. On the 11th instant Mr. Matsushima,
of Kobe, made an application to the Osaka
District Mining Office for a charter to carry out
a trial working of the petroleum deposit within
a space of about 1,000,000 tsubo, of land com-
prising the villages of Iokahama, Tokana,
and Shinohara in the vicinity of Mori-mura,
where the oil was found. Mr. Ogawa, of Nishi-
Nada, has also made a similar application for
a charter over 350,000 tsubo of adjoining land.

THE PRATAS ISLAND DISPUTE.

COMMISSION APPOINTED.

Tokio, June 24.

H. E. Chong Jen-chun, the Viceroy at
Canton, has agreed to a joint investigation of
Pratas Island by Chinese and Japanese Com-
missioners with a view to the settlement of
the compensation to be paid to the Japanese
settlers. The Viceroy has appointed a Chinese
Commissioner, and Japan will be represented
by Mr. A. Sekawa, Japanese Consul at Canton.
—N. C. D. News.

CAPTAIN'S SUICIDE AT SEA.

Marseilles, 29 May.

Capt. Boyer, commanding the French mail
steamer *Dumbea*, from Fremantle, which arrived
here this morning, disappeared during the voy-
age when the ship was off Corsica.He was suffering from neurasthenia, believed
to have been brought on by anxiety over a col-
lision which occurred between the *Dumbea* and
another steamer in Bombay Harbour, and it is
believed that he threw himself overboard and
perished. —Reuter.

SHIPPING AND MAILS

MAILS DUE.

Indian (*Latsang*) 5th prox.
Australian (*Talyan*) 14th prox.The P. M. S. S. Co's s.s. *Asia* arrived at San
Francisco on 27th inst.The N. Y. K. s.s. *Kumano Maru*, Australian
Line, left Kobe for this port via Moji and Naga-
saki on 29th inst., and is expected here on 6th
prox.The C. P. R. Co's s.s. *Montezuma* arrived at
Yokohama at 6.30 p.m. on 28th inst., and left
again at 9 p.m., same day for Kobe, where she
is due to arrive at 6 a.m. on 30th inst.

MACAO BOUNDARY QUESTION.

CHINESE COMMISSIONER IN HONGKONG.

Very shortly, it may be expected the labours
of the Macao Boundary Commission will com-
mence in Hongkong. As already reported last
week, the Portuguese Commissioner, General
Joachim Machado, and suite arrived in the
Colony from Lisbon, and has since visited
Macao where the Commissioner is holding a
conference with the Governor of that Colony.
General Machado is expected back in Hong-
kong to-morrow.His Excellency Kao Erh-chien, Chinese Com-
missioner, arrived from Canton by the Chinese
gunboat *Kwang Tsu* at 4.30 p.m. yesterday. H.E.
the Governor sent his Aide-de-Camp, Capt. P.
H. M. Taylor, to meet the cruiser on arrival,
with a letter of welcome to His Excellency.
His Excellency Kao, who is accompanied by
Secretary Wu, and suite, has taken up his
residence at "Glenesly" Buildings during his
stay in Hongkong.At 11 o'clock to-day, Mr. J. J. Leiria,
Consul for Portugal in Hongkong, paid an
official visit to H.E. Kao Erh-chien at his re-
sidence. The compliment was returned this
afternoon when, at 3 p.m., His Excellency
Kao, attended by his secretary, Mr. Wu, and
accompanied by Mr. Harris, Commissioner of
the Chinese Imperial Maritime Customs, called
at the Portuguese Consulate and expressed
the hope that the friendly relations initiated
between the two representatives might be as
cordially maintained—a hope which, needless
to say, was very cordially reciprocated.At 12.30 p.m., to-day, the Chinese Com-
missioner made his official call on His Excellency
the Governor.Up to the present nothing has been definite-
ly decided as to the date and place when
and where the Conference is to be held.
These are matters that must be left for
settlement at the preliminary meetings of the
two Commissioners. In the meantime the
agitation in Canton continues unabated. Our
Canton correspondent, in his letter printed
elsewhere in this issue, makes reference to the
meeting in that City, on the 27th inst., con-
vened by the Society for the Protection of Boundary
Rights. Very judiciously, the Viceroy has
prohibited the publication of the report of
proceedings at that meeting lest the minds of
the ignorant natives—as distinct from the better
class—might be agitated against the Portu-
guese. Our information derived from trust-
worthy sources in Canton is to the effect that
various resolutions were adopted at the meeting
on Sunday. The most important resolution
deals with the proposal for retaliation in the
event of the Portuguese refusing to surrender
the portions of territory which they are
alleged to have encroached. The meet-
ing also resolved to nominate two de-
legates (since duly appointed) to proceed
to Hongkong with a staff of native clerks whose
business it will be to assist the Chinese Com-
missioner with information, etc., during the
progress of the Conference. It is hardly con-
ceivable that these delegates will be accorded
any official status by the Special Commis-
sioners or be permitted to take part in the deli-
berations of the Commission.

WILD ANIMALS IN KOBE.

ARRIVAL OF A STRANGE CONSIGNMENT.

Those in the neighbourhood of the Eastern
Customs Pier on Thursday morning last, 17th
inst., when the *Sanki-maru* arrived in port,
might have seen a strange assortment of wild
beasts and birds being landed from that
vessel. The collection numbered 39 large
and small animals, all from Singapore, com-
prising one young tiger, eight snakes, 21 mon-
keys, two leopards, one orang-outang, one cas-
sowary, two lyxes, two herons, and one copper
pheasant. They were received by Mr. Fukunaga
Zookichi, of Moto-machi, 1-chome, placed in a
lighter and conveyed to the Eastern Customs
for inspection, subsequently being housed at
Mr. Nishimura's, a bird fancier of Nankin-
machi. The young tiger, having only been
recently captured, is very fierce and snarls
at and attempts to claw anyone who comes
near. The orang-outang, on the contrary,
is quite gentle, and pokes his head from
the bars of the cage, asking for food. The
snakes are all about 9 or 10 inches in diameter.
They are green-striped and spotted on the back.
The owner of the animals is undecided whether
to send them to the Kyoto Zoological Garden,
to sell them, or to open a menagerie in Kobe.
—Japan Chronicle.

OBSOLETE STAMPS.

For once in a way, the Post Office scored
against Mr. Hendrick Heaton. In answer to
a question by the member for Canterbury, Mr.
Buxton explained that there is no foundation
for the statement that stamps bearing the head
of Queen Victoria are considered obsolete by
the Post Office and surcharged accordingly.
Were it not that Nature had framed strange
follies in her time and the Post office strange
regulations, it would be difficult to see how
the impression could get abroad that such a
course could be pursued. A penny stamp is
simply a receipt for the penny that pays for
the carriage of the letter; and receipts do not
become obsolete with the death of the Sovereign.
Obsolete stamps—there are a few varieties
of stamps which have been declared obso-
lete—are far too valuable to be used on letters.
They are sold for fabulous sums to stamp
dealers and collectors, who have created the
science of philately out of the curious perva-
sion which leads men to pay many pounds
for a penny, or even perhaps a twopenny,
stamp which they can use for any purpose save
that for which it was originally intended. We
have even heard of stamps being issued by
impetuous States which were never meant
for use; they were at once disposed of for
stamp collectors and withdrawn. But it does
not do for the mere layman to probe too far
into the secrets of the philatelist.

VICTORIA RECREATION CLUB.

ANNUAL MEETING.

Mr. T. E. Pearce yesterday afternoon presid-
ed over a large number of members of the
V. R. C. at their annual general meeting held
in the Gymnasium at the Club House. Among
those present were Messrs. T. Meek, M.
McIver, L. E. Lammer, J. Rodger, S. A. Seth
(hon. treasurer), and Frank Lammer (hon.
secretary).The Secretary having read the notice calling
the meeting,The Chairman said it was in May, 1908, that
the V.R.C. moved into the new premises, and
consequently their income and expenditure had
been extraordinary when compared with other
years, and the cost of running the new and
larger premises had been experimental. The
treasurer, Mr. Seth, has gone to a great deal of
trouble in preparing a new set of books and
putting the accounts on a more satisfactory
basis. The Club's best bats were due to him
for his painstaking work. There were some
items in the accounts that differed widely from
last year's, and needed some explanation. It
was very pleasing to find that in the general
working account they were able to show a
credit balance of \$2,000. This was accounted
for principally by an increase in subscriptions
and entrance fees of some \$1,000. That was
satisfactory, but he would point out that
all the expenses had increased, and would
increase further. Their new premises re-
quired a large staff to keep them in good
order, and there were always minor addi-
tions and repairs to be made. Next year they
would have the new swimming bath, and further
additions would have to be made to the staff.
The committee did not see how it was possible
to diminish these expenses. Very soon they
would have to find \$1,200 extra to pay the
interest on the \$20,000 debentures they were
raising with which to erect a new bath, and
they would want to pay a certain number of
these yearly. One of the problems that the
new committee would have to solve was the
raising of more funds, and he expected that the
members would find they would have to pay a
larger subscription. It would be admitted
that this was a cheap club. The present sub-
scription, \$15 per annum, was not commensu-
rate with the benefits that they got from
the equipment provided, and more so would
that be when the new swimming bath was
erected. The matter would have to be gone
carefully into, but meanwhile it was satisfactory
to find that they had a balance on the right
side. There was a small loss on the athletic
sports of \$32, but they could not cavil at this
remembering the good afternoon's sport which
was provided. Their best thanks were again
due to the numerous friends who had provided
prizes, and who subscribed to the funds for pro-
moting the sports. The aquatic sports appear-
ed to be the most popular and the playing branch
of the establishment, and he thought this would
be more so in the future. The V. R. C. were not
successful in the Water Polo Shield Competition,
but both the teams were well up in the list when
the finals were played at \$26,167.62. This amount
was \$196.89 more than the amount at last year's
summary. The \$266.60 cash overdraft was
merely a book explanation. Certain cheques
were drawn before the accounts were closed in
payment of sundry accounts pertaining to 1908.
These cheques were debited "cash" in the
books, and credited to bank as on 31st Decem-
ber, 1908, hence the debit balance of bank
account in the books. Referring to the rowing
branch, the speaker remarked that whilst they
were not successful at Canton and not as
successful in the Hongkong Regatta as they
could have wished, it augured well for the
future when they read that there was more in-
terest taken in rowing, and that more members
were using the boats. When next season's
racing came along they hoped to again see the
V. R. C. at the head. He should like to mention
their indebtedness to the Yacht Club for the
loan of one of their boats. The sporting spirit
shown was much appreciated. With regard to
gymnastics, it seemed a pity that more use was
not made of the very fine room and apparatus
supplied. The speaker said he had nothing
further to add, but would be willing to answer
any questions to the best of his ability
(Applause).There being no questions, the Chairman
moved the adoption of the report and accounts.
Mr. W. S. Bailey seconded.
Agreed.Mr. A. Rodger was re-elected Chairman on
the motion of Mr. F. Lammer seconded by
Mr. Meek; Mr. F. Lammer as hon. secretary
on the motion of Mr. Carroll seconded by Mr.
Ellis.The election of Mr. C. D. Silas as hon. treas-
urer was adopted on the motion of Mr. L. E.
Lammer, seconded by Mr. C. J. Cooke.

NEW COMMITTEES.

The following members of the general com-
mittee were then elected by ballot—Messrs. J.
Rodger, L. E. Lammer, T. E. Pearce, T.
Meek, M. McIver, W. A. Crake, A. N. Kemp,
H. B. Bridger and C. B. Franklin.A ballot was then taken for a balloting com-
mittee, the result being that the following
members were elected—Messrs. J. A. S.
Alves, A. A. Alves, A. E. S. Alves, J. Cruick-
shank, A. P. N. Nibby, A. A. Seib, R. L. Bridger,
S. C. MacNider, A. Patterson.The Chairman—That is all the official busi-
ness, gentlemen, I will now ask Mr. Meek
to report on the swimming bath.Mr. Meek informed the meeting that out of
800 debentures, 652 had been taken up, which
gave an amount of \$16,300. That number of
debentures had been taken up by 156 members
only, which meant that some had been very
liberal, while a great number of members had
taken none. Application forms were still to be
had, and he hoped that those members who had
not made one of them would proceed to do so.
They had quite sufficient money at present to
make the proposed bath, but he did not like to
see a thing started unless they could accomplish
it without a debit balance.In reply to a question by a member, Mr.
Meek stated that they only had a rough estimatefrom the architect. \$31,000 would be more than
wanted. Final tenders, when preliminary
were decided, would be put out to competition
among different contractors. He had not the
least doubt that when competition came along
the cost of the bath would be within \$30,000.
The usual votes of thanks to the outgoing
Committee brought the meeting to a close.

HONGKONG GARRISON TEAM.

ARRIVAL IN KOBE.

The Hongkong Garrison team arrived at Ko-
be by train yesterday morning from Yokohama,
reports the *Japan Chronicle*, of 22nd inst., and
were met at the station by members of the
K.C.C. and others. A more depressing day
than that on which the visitors arrived in Kobe
could hardly be imagined, but it is hoped that
the weather will be fine enough during the re-
minder of the programme being carried out.
The tennis matches originally fixed for Mon-
day and Tuesday are now down to be played
to-day and to-morrow, while Thursday and
Friday is devoted to cricket. The L.C.C. dinner
in honour of the Hongkong visitors will be
given on Friday evening at the Oriental Hotel.The following is the programme of the lawn
tennis matches:—Doubles to be played this afternoon, com-
mencing at 3.00. Captain Beatty and Lieu-
tenant Byrne play Messrs. C. J. Lucas and J.
M. Mollison, at Kobe. Captain Brierly and
Lieutenant Whyte play Messrs. R. G. Crane
and S. Stephens, at Miruma. Captain Baird
and Lieutenant Salterwhite play Messrs. J.
E. Crane and T. D. Wright, at Miruma. Cap-
tain Garnett and Lieutenant Bagnall play
Messrs. G. Millward and H. V. Wilkinson, at
Kobe.Singles to be played to-morrow morning,
commencing at 10.30. Cap. Beatty plays
Mr. J. M. Mollison, at Kobe. Lieutenant
Whyte plays Mr. T. D. Wright, at Miruma.
Lieutenant Salterwhite plays Mr. S. Stephens,
at Miruma. Lieutenant Bagnall plays Mr. H.
V. Wilkinson, at Kobe.Singles to be played to-morrow afternoon,
commencing at 3.00. Lieutenant Byrne plays
Mr. R. G. Crane, at Miruma. Capt. Brierly
plays Mr. C. J. Lucas, at Kobe. Capt. Baird
plays Mr. G. Millward, at Kobe. Capt. Gar-
nett plays Mr. J. E. Crane, at Miruma.COALING STATION AT
KOH-SI-CHANG.It will be remembered that until the begin-
ning of the present year the Norddeutscher
Lloyd had a coaling station at Koh-si-Chang.
The coal was brought from Pulo Laut by
steamer and stored in two large hulks, from
whence it was supplied to ships. This ar-
rangement was in force for about two years but
did not altogether prove the success that it
was hoped it would and for that reason was
given up. We learn, however, that it is to
be re-opened very shortly although not on
such an extensive scale as before but merely
to supply coal to the company's large and
ever-growing fleet of steam-lighters and
launches. Captain H. Krebs, the Company's
Marine Superintendent, who is well known in
Bangkok, is expected here shortly when all the
arrangements will be completed. We under-
stand that the s.s. *Singara* will be put on a
regular run between this, Singapore and Palo
Laut, whence the coal comes. She will take
rice or other cargoes to Singapore and thence
proceed to Palo Laut whence she will bring
coal here.—Siam Observer.

SEARCH FOR A CONTINENT.

GERMAN EXPEDITION TO EXPLORE WHERE
ASIA AND AUSTRALIA MET IN THE LONG AGO.

Singapore, May 2.

Scientists have long debated the theory that
the dividing line between the animal kingdom
of Australia and that of Asia runs westward of
the Philippines through the channel that di-
vides Borneo and Celebes and on into the
Lombok Straits. Dr. Alfred Russel Wallace
and others have written learnedly thereon,
but no finality of opinion has been established.A party of German scientists will set out,
therefore, in a few days to explore the territory
and study the geological strata and fauna,
with a view to extending human knowledge in
this particular. They will seek to decide
there was once an Australian continent linking
the Australia of to-day with Asia. Of this lost
continent there remains a chain of islands,
notably Lombok and Celebes.Thither the new expedition will turn. Pre-
vious investigations have tended to show that
the animals from Australia met the Indian
types near Celebes on this submerged continent.
Dutch naturalists have in recent years come
to the conclusion that to run the dividing line
through the Lombok Straits is erroneous, for
Max Weber, a Dutch investigator, has shown
that the Indian fauna is overruling Lombok
and is crowding out the Australian forms of
animal life. In the northern Celebes distinct
animals of the Australian type are found, but
the Asiatic types are most numerous in the
southern part.Geologists say the old continent broke up in
the diluvial period, but zoologists fix it earlier
in Tertiary times. With these difficulties of
investigation the expedition will wrestle in Bali,
Lombok, and north Celebes. Dr. Elbert, who
recently headed the search for remains of the
missing link in Java, is leading this fresh enter-
prise.—Pall Mall Gazette.

TALE OF THE SEA.

A floating bottle tightly corked has been
rescued from the sea at Tanjong Pagar, says
the *Singapore Free Press*. It contained a paper,
part of which was illegible but what could be
understood was: "Lost in the New Guinea
Islands. J. F. Palmerton-Glap—Latitude fifty
degrees, thirty minutes."The Master-Attendant is endeavouring to
find out whether any of the Glen liners were in
these waters recently in order to identify the
same gives.

CANTON DAY BY DAY.

THE PARACELS.

[From Our Own Correspondent.]

Canton, 28th June.

In connection with the scheme for the
development of the Parcel Islands, the Canton
officials have purchased a steam-launch
from a certain German firm for the purpose of
maintaining a service between the group of
islands and Canton. This vessel is now lying
in Canton Harbour. Admiral Li Chun visited
her on the 24th instant.

INSPECTOR OF FINANCE.

A telegram has been received from Shanghai
by the Canton officials that the newly-appointed
Inspector of Finance at Canton will leave
Shanghai for the South by the steamer *Tai
Shan* on the 15th day of this month and is ex-
pected to arrive at his destination in the course
of ten days.

THE DELIMITATION OF MACAO.

Yesterday afternoon, H.E. Ko Yu Hsin, the
Chinese Commissioner appointed to conduct
negotiations with the Portuguese Government
on the question of the delimitation of Macao,
accompanied by Captain Wu and two other
officials, proceeded to Hongkong by the cruiser
Nianpi. It is expected that H.E. Ko will
very shortly enter into the long-outstanding
question with the Portuguese Commissioner,
General Joachim Machado.SOCIETY FOR PROTECTION OF BOUNDARY
RIGHTS.Yesterday, the Canton Society for the Pro-
tection of Boundary Rights held a meeting at
Ming Lun Tong to discuss matters in con-
nection with the Macao Delimitation question. It
was decided that certain members of the Society
should be deputed to accompany the Special
Delimitation Commissioner appointed to con-
duct negotiations with the Portuguese Govern-
ment. It is reported that certain other resolutions
have been passed at the meeting but these are
withheld from publication.

A MISSIONARY CASE.

It is reported that the case in which an
American missionary while on his way to
preach a sermon on board a boat in San Kung
in Nambai district was attacked by the vil-
lagers, has now been settled satisfactorily. The
Chinese officials have promised a sum of \$1,500
to be paid as compensation to the missionary.

FOREIGN AFFAIRS AT CANTON.

H.E. Viceroy Chang Jen Chun has wired to
Peking asking for the services of Mr. So Jui
Chiu to be transferred to Canton as Secretary
of Foreign Affairs to be in charge of the Canton
Bureau of Foreign Affairs to fill the vacancy
created by the transfer of Taotai Im Ku.

OUTBREAK OF PLAGUE.

During the last two months, several cases of
plague have occurred in the city of Canton, but
since the beginning of the 5th moon, the
epidemic seems to have gradually decreased.

COTTON YARN.

INCREASED OUTPUT IN JAPAN.

In reference to the situation of the cotton
yarn trade, the *Osaka Asahi* remarks that the
monthly output of yarn in Japan has lately in-
creased to unprecedentedly high figures, while
the dull season for the product has now be-
gun, so that little business has been doing
either for export or for the home demand.
Yet a scarcity of supply has been experienced
for spot delivery. This unusual condition
of the market may be explained by the
excessive sales contracted for forward delivery.
When the yarn market became depressed some
months ago, exporters made speculative pur-
chases on the one hand and the spinning com-
panies devoted their energies to effecting sales
on the other, taking contracts for the nearest
delivery in May and June. Little business
was done for export last month, but a
very large shipment was made of yarn
pur chased previously. This tendency has
been maintained this month, the export
of yarn from Osaka and Kobe amounting to
3,358 bales in one week. Spinning companies
generally hold few contracts for forward delivery
for export after this month. In summer the
output of yarn usually falls off, but this year the
regular decrease in the production may not be
seen, owing to the operations of spindles being
extended by some spinning companies, so that
the supply of yarn will gradually increase
during the next half-year.

THE LEGISLATIVE COUNCIL.

There will be a meeting of the Legislative
Council on Thursday, at 2.30 p.m., when the
following business will be transacted:—

BUSINESS.

Financial Minutes. (Nos. 29 and 30.)
Report of the Finance Committee. (No. 8.)The Attorney General will move the first
reading of a Bill entitled *An Ordinance to*
regulate the construction and management of
railways; an Ordinance to amend the
Stonecutters' Island Ordinance, 1889; an Or-
dinance to amend the Companies (Local Re-
gisters) Ordinance, 1917; an Ordinance to
amend the Interpretation (Amendment Ordi-
nance, 1918; Second reading of the Bill entit-
led An Ordinance to amend the Stamp Ordinance
1901 as amended by The Stamp (Amendment)
Ordinance 1902; and Committee on the Bill
entitled An Ordinance to amend the Patents
*Ordinance 1893.*Hon. Mr. W. J. Grassie will move that
Council

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

MISSIONARIES IN CHINA.

PROPOSED TREATY REVISION.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

The Grand Council has instructed the Waiwup to revise the Treaties in respect to the preaching of Christianity in China.

The Waiwup observing difficulties in the way has not yet made any reply.

CHIHLI VICEROYALTY.

TUAN FANG MENTIONED.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

It is proposed by the Grand Council to appoint Vic.roy Tuan Fang as Vic roy of Chihli. H.E. Tuan's place being filled by Chiu Yee-sun, Viceroy ofzechuan.

TEA.

FREE OF DUTY TO U.S.A.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

H.F. Wu Ting Fang, Chinese Minister to Washington, has reported that the United States Government has revised the Customs regulations so that tea from China may be imported duty free into the United States of America.

VICEROY OF HUKWANG.

GOVERNMENT SOLICITOUS.

[By courtesy of the "Sheung Po"]

Peking, 28th June.

An Imperial decree has been issued inquiring after the state of health of H.E. Chan Kwei-lung, Viceroy of Hukwang.

OBITUARY.

G. VERNOR OF HONAN.

[By courtesy of the "Sheung Po"]

J. Kaifeng (Honan), 28th June. H.E. Ng Chung-hi, Governor of Honan, is dead.

COPPER MINING IN CHINA.

RICH DEPOSITS DISCOVERED.

The British Consul at Kiukiang, in China, reporting on the trade of that district, states that the richness of Kan Chou in copper deposits and their very high value have been amply proved by the investigations of an expert mining engineer engaged by the Chinese provincial Government. The copper exists under most extraordinary conditions, probably resulting from an expansion of gases in the interior of the earth pushing the granite to the surface and bringing with it masses of sulphur, which, gradually evaporating, left the deposits of copper.

The hills where the copper is found, called Chang Pai Ling, have previously been unsuccessfully worked by Chinese mining engineers, who sank their shafts in the wrong places, apparently mistaking stone coloured by iron for copper. The ore veins in these hills are in some places 9 feet wide. The most important deposits are the low-grade ores, in which are embedded blocks of rich ore, the former being themselves embedded in barren stone. These blocks of rich ore near the surface indicate continuous veins at a depth of about 150 ft. The samples obtained contained 30 to 40 per cent of copper. The Chinese engineers have reached a depth of about 75 ft., and with their present primitive methods they will not be able to go much deeper. They must therefore stop altogether or continue on modern scientific lines. If the mine were properly equipped with machinery to sink a shaft in the northern hill to a depth of 200 ft., and another in the northern conglomerate hills to a depth of 240 ft., it is practically certain, says the Consul, that both ores and natural copper would be found. The existing shafts prove that there is ore for 300 ft., carrying also some silver, and the deepest points show improvement. Metallic copper is found in paying quantities in the conglomerate hill, and the geological indications are that under this hill, will be found the same vein with rich ore as is now mined in the shafts in the northern property. Proving the existence of the mineral ore vein under this conglomerate hill would show that the vein must continue for over 3,500 ft. from the shafts made by the Chinese engineers, and this would constitute a mine of great wealth.

PIRACY OF TRADE-MARKS.

An interesting example of the continued piracy of trade-marks is reported to us, says the *Japan Chronicle*. Messrs. Winsor & Newton, the well-known manufacturers of artist colours, registered their trade-mark consisting of "new" in Japan some few years ago, and also registered their name and add. as a trade-mark. It was recently discovered that colours bearing Messrs. Winsor & Newton's trade-mark and name had not long since been sold to the Imperial Government. Railways such colours not being the genuine article, but evidently manufactured in Japan. The matter has now been put in the hands of the Public Prosecutor, who has made search on the premises of two Japanese and found some of the colours, and a criminal information will shortly be laid. The imitations are reported to be very good reproductions of the original mark and were accepted by the Railway Bureau as genuine. Action has been taken in the name of Mr. W. A. de Havilland as registered agent for Messrs. Winsor & Newton, and Dr. Hatoyama has been engaged as counsel.

As our readers will be aware, discovery was recently made of fraudulent imitations of Messrs. Hubbs' well-known paint being sold to another Government department. We should have thought the Government departments would have had some means of discovering whether they were getting the genuine article, but if these official bodies are deceived it may be estimated that the deception of the general purchaser is fairly wide.

FRISCO'S NEW CHINATOWN.

When the earthquake of April, 1906, was followed by the fire which destroyed San Francisco, its citizens congratulated themselves that "Chinatown was gone". These congratulations were caused by the fact that San Francisco's old Chinatown was noisome and unsanitary.

It was so malodorous, says the *Bohemian*, that it affected the value of property around its borders. It was in the heart of the city too. Were the proposal to prevent the return of the Chinese to their old quarter was at first unanimously approved.

Soon there developed opposition. Many Chinese owned the land on which their buildings had stood. When they heard that there was opposition to their rebuilding they complained to their Consul-General. He threatened to make the matter international as being an invasion of treaty rights.

Then too white landlords yearned after their former Chinese tenants. They threatened legal proceedings if those tenants were prevented from returning. Most effective of all was the keen rivalry that sprang up for the possession of San Francisco's Chinese colony.

Los Angeles with 300,000 and Oakland with 200,000 inhabitants strongly desired to add San Francisco's 30,000 Chinese to their population. After the disaster Oakland did for a time house them all, but Los Angeles began bidding for them.

San Francisco contemplated the suction with mingled feelings. She was quite willing to dispossess what was not wanted, but when she found that her former undesirables were sought for by two rival cities she concluded she wanted them herself.

Many of the Chinese land owners were insured, some of them in companies which paid in full and promptly, and some of the Chinese were so anxious to rebuild that they paid as much as \$5 an hour to interpreters in the tedious and complicated business of adjusting fire losses.

When they received their insurance money they went to work, and some of the first buildings erected after the disaster were in Chinatown. This involved their paying the enormous wages demanded by mechanics—as high as \$6 a day for bricklayers, which they did without a murmur.

This was for them the approval of the labour unionists, who worked on the despoiled Chinaman's buildings just as readily as they did on those of the whites. It also won them the approval of the white land owners who were struggling against equal difficulties to rehabilitate their own shattered fortunes and to rebuild the city.

When it became apparent that the wealthier Chinese intended not only to rebuild but to construct an Oriental quarter which would far surpass the old architectural beauty the last opposition disappeared and the attitude of the American toward the Orientals became quite friendly.

Among the various features of the old Chinatown not yet provided for in the new is the theatre. In the old Chinatown there were two large theatres. As yet they have not been replaced, but a site is prepared at the corner of Clay and Stockton Streets, and plans have been drawn for a building which is to cost \$75,000 and will be far superior to either of the old.

The theatres in San Francisco's Chinatown were famous, and in the audiences there were always a large number of whites. The plays are historical, usually taking up a dynasty and accompanying it to its end, even if it occupies ten years or ten centuries. The plays are filled with magnificent pageants and the actors garbed in gorgeous costumes.

The new Chinatown contains no joss houses. In the old Chinatown there were half a dozen of these gorgeous temples, and the absence of these places of devotion excites comment. The Chinaman is practical before everything. When you interrogate the dwellers in Chinatown about the absence of the joss house they reply that they are not any less religious than they were but they think that shops, dwellings and schools ought to be built before temples.

To show the up-to-dateness of Chinatown, the San Francisco Telephone Company has a Chinese "Central". In the telephone book there are over five hundred numbers belonging to Chinese subscribers. In this book the names and numbers appear both in Chinese and in ordinary characters.

THE AMERICAN FLEET IN YOKOHAMA.

SATISFACTORY END OF AN UNPLEASANT INCIDENT.

The *Japan Advertiser* of June 17 has obtained reliable information as to the result of the recent court-martial on board the U.S. *Galveston*. From the text of the Court's finding, it appears that only one man was finally charged with the offence, but so far it has not been possible to ascertain whether this was Gunner Hachimann or Boatswain Dale, both of whom were originally supposed to be implicated. The conclusions of the Court are embodied in the following words:

"The conduct of the accused throughout the investigation of the illegal disposition of Government property, for which he is charged, has been so frank and open that it is very clear to the reviewing authority that there was no criminal intent on the part of the accused. There is a grave doubt also as to the knowledge on the part of the accused that the sale was even unlawful. The testimony of a commissioned officer before the Court shows that the same officer was in ignorance of the regulations; further information has come to the reviewing authority since the illegal sale was effected to the effect that in certain instances commissioned officers have received money resulting therefrom holding it as a species of 'slush fund,' although the action was also clearly in ignorance of the regulations. The accused is found guilty in less degree than the charge—guilty of unlawfully selling property of the United States furnished for naval service, and is sentenced to deprivation of liberty on shore on foreign stations for one month, and to lose pay amounting to \$5,000."

This sentence, however, was remitted in view of the impossibility of holding the accused responsible for his ignorance of the regulations. The accused was therefore restored to duty.

COMMERCIAL.

Following are further changes in to-day's share list:—
Shanghai Docks..... 7 1/2 to 8 1/2 b.
Hong ew Wharves..... 162 b.
Chinese Engineerings..... 18.20 b.
Sumatras..... 166 1/2 a.
Ewo Cottons..... 120 1/2 b.
Langkalt..... 1,05 1/2 a.
Peraks..... 260 1/2 a.

COMMERCIAL EDUCATION IN KOREA.

JAPANESE ENTERPRISE.

The Japanese have a most important and interesting problem before them in the government of Korea, and it is being watched very carefully by all the nations of the world. We can only notice it, says *Engineering*, in so far as it affects the development of industry and commerce in the Far East, but if things progress in Korea at anything like the rate which they have done in Japan, that country will become a factor in Far Eastern problems which cannot be overlooked. The Koreans, however, are neither so intelligent nor so pushing as the Japanese, and therefore changes in the direction of Western civilisation are likely to be slower than they were in Japan. Even the geographical position of Korea increases her difficulties, for she is placed between opposing forces which have made her, in modern times, the cause of two great wars. These must have left their mark not only on the country, but also on the character of the people, and have shown them the necessity of placing themselves somewhat in line with the other countries of the world.

Being under the protection of Japan, Korea has been relieved of the necessity of developing her military and naval power, and, naturally, attention is being paid to commerce and industry, in both of which a very good beginning has been made. The need for education in Western methods has become apparent, and several institutions have been organized which are certain before long to have an effect on the economic conditions of the country. One of these is a commercial school at Seoul, the capital of the country, which owes its inception to the beneficence of a well-known Japanese merchant and financier, who gave sufficient money to place it on a sound basis as regards maintenance and equipment. It began its work about two years ago, but its formal inauguration only took place at the end of last year, in order that the donor might be present.

The proposal was originally submitted by Prince Ito to the Korean Government which was so pleased with it that it turned over for the use of the institution the premises which it occupies, and further promised to give a grant of money annually. The school was, therefore, a joint Japanese-Korean undertaking, and the name Shun-in (good neighbourliness) which had been given to it was a most appropriate one. The school started with five students, but now there were thirty-one in the second year course and, forty-eight in the first year, which is very good, considering the conditions of the country. In addition to the commercial school there is a technical training institute in Seoul, and an agricultural school at Suwon, thus showing that the Koreans intend to follow the example of the Japanese, and lay an educational foundation for their future commerce and industry.

LEPROSY IN CARDIFF.

CHINESE SUFFERER REMOVED TO THE HOSPITAL.

Ah How, a Cardiff Chinaman, until the 1st inst., an inmate of a Bute-st. boarding house, is suffering from leprosy. The case was certified by Dr. Whelan (medical superintendent). The sanitary authority was at once communicated with, and the patient was removed to the Seaman's Hospital and isolated.

Dr. Whelan thinks that Ah How must have been affected in China.

ON A REEF.

STRANGE EXPERIENCE OF A BRITISH STEAMER.

The R. M. S. P. steamer *Trent* arrived in Southampton, water, on the morning of May 22, after a remarkable experience. Three months ago she was reported to Lloyd's as a wreck, having gone aground on a reef on the coast of Colombia; and it was feared that she might be a total loss. The captain, however, did not give up hope, and events have justified his perseverance.

For three months the *Trent* stuck where she had grounded, and those on board went about their duties as if she had been riding free. The ordinary watches were set, the ordinary meal hours observed, the routine of shipboard life was gone through in that period in much the same way as it would have done had the ship for some cause or other been lying in the roadstead under steam.

NO PANIC.

It was a curious experience, said one of the officers, but it was also a nerve racking experience, and I would not go through the same again for all the money in the world. It was on January 6 that we went aground. The morning was hazy, but not sufficient to cause us to reduce our speed, and we were off Cartagena when the accident happened.

The Salmedina reef is about seven miles off the shore, and is one of those reefs which are a source of constant worry and anxiety to the shipmaster, and incidentally they have been the cause of disaster to other unfortunates. Unbuoyed and badly surveyed they are only shown on small scale charts, and the navigator has got to trust a great deal to his own judgment in avoiding them. We are, of course, familiar with the run, and by our reckoning we were well clear of them when the vessel struck. It was not the shock that you usually associate with wrecks but a gradual jarring as the ship's bottom ran up the gentle incline of the reef.

The captain was on the bridge at the time, and immediately raised the engines astern, but we were fast. We had some 40 passengers on board, some of them ladies, but there was no panic of any description. The boats were out and over the side instantly, and from the first—thanks to Capt. Bobby's coolness—there was no possibility of disaster, so far as human life was concerned. The position was one of such security that the passengers were not landed until the next day. But the chance of saving the ship seemed remote. The history of such wrecks has been that the vessel was held fast on the rocks till there came heavy weather that finally broke her up.

DIRTY WEATHER.

But from the first Capt. Bobby had a dogged faith in the possibility of the *Trent* floating again, and there never was a question of abandoning her. The dirty weather which looked like the beginning of the end, came sure enough. Heavy seas ran and broke over her, but she remained fast, and, save for the fact that, with every smack of the sea, she thundered, she stood the strain like the good ship she is. There were moments when the most sanguine of us doubted her ability to withstand the buffeting she got, and the boats were over the side and ready to pull away day or night, but the contingency never arose. Of the crew of 160, some 90 were sent home in that period of waiting, whilst the salvage company made its examination.

For three months we lay on that reef—three months that made some of us old men—and on April 2, the salvage company pulled us off. We might have gone into dock, had any of our West Indian dependencies a dock big enough to take us, but such was not the case, and consequently we had the alternative of running up to Newport or coming home under our own steam—and the latter course was decided upon. To steam across the Atlantic with all sorts of unknown injuries to your hull is not the most pleasant of prospects, but, carrying fair weather, we reached England, without any mishap. Our speed averaged nine knots, and we rode all the way on an even keel.

This story of an achievement of British seamanship, told, as it is, in the simplest language, conveys, perhaps, an inadequate idea of the splendid work officers and men have accomplished. The officers and men were all that a captain could wish, said Capt. Bobby, and whilst I cannot at present discuss the grounding, I would like to place on record my appreciation of their work. They did credit to their profession.

OIL FUEL.

MENTION IS MADE OF EXTENSIVE FIELDS IN CHINA.

Sir Boverton Redwood, of the Home Office, gave an address on "Liquid Fuel" at the recent sessions of the International Congress of Applied Chemistry.

Within recent years, he said, there had been a growing appreciation of the value of petroleum as fuel, and there was good reason to believe that the output might be increased. Nobody knew what additional stores of oil lay at present concealed in the earth, but it was in the highest degree unlikely that the quantity available was such as to revolutionise the fuel industry.

Mr. Ye Tong Kwai, who spoke on "The Present Attitude and Future of the Chemical Industry in China," said that a syndicate had already been formed to explore a new petroleum field, which was estimated would be one of the largest productive regions in the world.

In the course of an interesting address the speaker said that, according to historical records, alchemy was known in China at least 2,700 years before Christ. Metallurgical work and dyeing carried them back to time immemorial, and the processes of making gunpowder, paper, glass, and porcelain, all originated in China. They had already a complete knowledge of oxygen in the seventh century.

Today's Advertisements.

AO PUBLICO.

HAVERA na noite de SABBADO, 3 de Julho p.p., na sala "Luz de Candeeiro" do Club Lusitano, uma noite de caridade, promovida por um grupo dramatico do Grupo "Vasco da Gama," a favor das victimas sobreviventes dos terremotos occorridos recentemente em Portugal.

Os bilhetes d'admissao estao a venda na Secretaria do mesmo Club desde as 6 p.m. do dia 30 do corrente. Aceita-se por cada bilhete qualquer quantia de inferior a uma pataca.

J. J. GELHO,
Secretario,
Club Lusitano.
Hongkong, 29 de Junho de 1909. [5to]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"KLEIST."

Captain O. Pahnke, will leave for the above places TO-MORROW, the 30th June, at 10 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th June, 1909. [5]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1909. [511]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 30th inst., will be loaded at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 29th June, 1909. [6]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 9.30 A.M.

All claims must reach us before the 10th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Sachsen* from Smyrna via Naples.
" *Caboto* " Catania via Port Said.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 29th June, 1909. [5]

BUSINESS BY CANNIBALS.

PERILOUS FLIGHT OF THE CAPITAL OF PORTUGUESE GUINEA.

Lisbon, April 30.

The *Seculo* publishes a long communication from Bissao, the capital of Portuguese Guinea, reporting that, in consequence of a rising of the natives, anarchy reigns throughout the province and the town of Bissao itself is being closely besieged.

It is well known that most of the tribes in that region are cannibals, and that it is their custom on the termination of every battle, to throw themselves on the corpses of their victims and devour them. The wounded suffer the same fearful fate after being ruthlessly dispatched. It can easily be understood that the population is in a state of terror at being surrounded by such fiends. Lately several inhabitants have disappeared, and fears are entertained that they have fallen victims to the natives.

The *Seculo* states that the military forces at Bissao only consist of two companies of Infantry, and that they are quite insufficient to make a rally. The Government is asked to send reinforcements immediately.

Intimations.

THE DAIRY FARM CO., LIMITED.

Fine Salted Australian

PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. [380]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA, Sole Agents.

[47]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1909. [14]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 15 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 15 minutes
2.15 p.m. to 3.00 p.m. ...Every 15 minutes
3.30 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 5.30 p.m. ...Every 15 minutes
5.30 p.m. and 9 p.m. ...Every 15 minutes
every day week.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 15 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes
10.30 a.m. to 11.00 a.m. ...Every 15 minutes
11.00 a.m. to 12.00 noon ...Every 15 minutes
12.00 noon to 1.00 p.m. ...Every 15 minutes
1.00 p.m. to 2.00 p.m. ...Every 15 minutes
2.00 p.m. to 3.00 p.m. ...Every 15 minutes
3.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 5.30 p.m. ...Every 15 minutes
5.30 p.m. to 9.00 p.m. ...Every 15 minutes
9.00 p.m. to 9.30 p.m. ...Every 15 minutes
9.30 p.m. to 11.00 p.m. ...Every 15 minutes
11.00 p.m. to 11.30 p.m. ...Every 15 minutes
11.30 p.m. to 12.00 a.m. ...Every 15 minutes
12.00 a.m. to 1.00 a.m. ...Every 15 minutes
1.00 a.m. to 2.00 a.m. ...Every 15 minutes
2.00 a.m. to 3.00 a.m. ...Every 15 minutes
3.00 a.m. to 4.00 a.m. ...Every 15 minutes
4.00 a.m. to 5.00 a.m. ...Every 15 minutes
5.00 a.m. to 6.00 a.m. ...Every 15 minutes
6.00 a.m. to 7.00 a.m. ...Every 15 minutes
7.00 a.m. to 8.00 a.m. ...Every 15 minutes
8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 10.00 a.m. ...Every 15 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.00 a.m. to 12.00 noon ...Every 15 minutes
12.00 noon to 1.00 p.m. ...Every 15 minutes
1.00 p.m. to 2.00 p.m. ...Every 15 minutes
2.00 p.m. to 3.00 p.m. ...Every 15 minutes
3.00 p.m. to 4.00 p.m. ...Every 15 minutes
4.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 15 minutes
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 15 minutes
8.00 p.m. to 9.00 p.m. ...Every 15 minutes
9.00 p.m. to 10.00 p.m. ...Every 15 minutes
10.00 p.m. to 11.00 p.m. ...Every 15 minutes
11.00 p.m

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Ole Class" of Saloon Passengers (termed Intermediate) accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

J. W. URADU, J.A., General Traffic Agent, Corner Paddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Port.	Steamship.	On.
SHANGHAI	"TUNGSAH"	FRIDAY, 2nd July, Noon.
MANILA	"TUNGSAH"	FRIDAY, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"NAMSANG"	SATURDAY, 3rd July, Noon.
AND MOI	"FOOSHING"	SUNDAY, 4th July, Daylight.
SHANGHAI	"YATSHING"	TUESDAY, 6th July, Noon.
SHANGHAI	"YATSHING"	TUESDAY, 6th July, 3 P.M.
YOKOHAMA, PENANG & CALCUTTA	"FOOKSANG"	WEDNESDAY, 7th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	WEDNESDAY, 7th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.
MOI	"CHUNGSAH"	SUNDAY, 11th July, Daylight.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers "Kinsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 29th June, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
ILOILO	"SUNGKIAN"	30th June, 4 P.M.
CEBU & ILOILO	"IOHANG"	1st July, Noon.
SHANGHAI	"ANHUI"	1st July, 4 P.M.
BATAVIA, SAMARANG & SOERABAYA	"SHANTUNG"	2nd July, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	2nd July, 4 P.M.
HOIHOW & HAIPHONG	"BINGAN"	4th July, Daylight.
SHANGHAI	"LINAN"	4th July, Noon.
MANILA	"YAN"	6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	6th July, 4 P.M.
SHANGHAI	"CHEMAN"	11th July, Daylight.
MANILA	"TAMING"	13th July, 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	19th July, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chihui), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$46 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35. Hongkong, 29th June, 1900.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amplitudes—Electric Light—Perfect Cuisine—Burgoon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAPIO	2540	R. Rodger	MANILA	SATURDAY, 3rd July, at Noon.
ROBI	2540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO. GENERAL MANAGERS

Telephone No. 24th June 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross	Sail 1st July, 1900, at 5 P.M.
S.S. AMERICA MARU	5,000 "	30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	5,000 "	26th Oct., 1900, at Noon.
S.S. MANSHU MARU	5,000 "	10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.

Do.	Steamers	Tons	Leaves
"TACOMA MARU"	Capt. Yamamoto	6,178	SATURDAY, 3rd July.
"FITZPATRICK"	Capt.	4,416	31st do.
"SEATTLE MARU"	Capt.	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH-CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY, FOOCOW and SHANGHAI	"BUJUN MARU" Capt. Y. Fucuo	THURSDAY, 1st July, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIGI MARU" Capt.	SUNDAY, 4th July, at 10 A.M.
SWATOW, AMOY & ANPING	"SOSHI MARU" Capt. K. Sugi	WEDNESDAY, 7th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th June, 1900.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON (BINGO MARU, AND ANTWERP Via Capt. A. Christensen, Tons 6500)		WEDNESDAY, 7th July, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKO, KAIICHI, SHIMIDZU AND YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNVILLE AND B. ISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
KOBE AND YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 6000	FRIDAY, 9th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 5000	FRIDAY, 30th July, at 5 P.M.
SHANGHAI and KOBE	TOTOMI MARU, Capt. R. Smith, Tons 4000	THURSDAY, 1st July, P.M.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Hirano Maru (Capt. H. FRASER).....About Wednesday, 30th June.

Kamo Maru (Capt. F. L. SOMMER).....About Wednesday, 28th July.

Mishima Maru (Capt. A. E. MOSES).....About Wednesday, 25th August.

Atsuta Maru (Capt. W. THOMPSON).....About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO, Manager.

Telephone No. 449-459. Hongkong, 28th June, 1900.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 25th June, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARLIGANSHIRE," Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd June, 1900.

HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" On 13th July, 1900.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA," Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £15.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd June, 1900.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON," will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1900.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1900.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 6th April, 1900.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE," Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Esper," due in London on 22nd August, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th June, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VICTORIA, B.C., SEATTLE & TACOMA, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 1st July

Kumero 6,232 J. Mathes 2nd July

America 4,363 J. Boyd 26th Aug.

Swerte 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

* For other information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings Hongkong, 18th June, 1900.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

"LA FLOR DE LA ISABELA."

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Persira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.

AGENTE

Denmarks Pride

HEYMAN'S BUTTER

STEMSEN & CO., Sole Agents.

358

VETARZO BRAIN AND NERVE FOOD.

[illegible]

VETARZO BLOOD MEDICINE.

[illegible]

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION

7, Lyndhurst Terrace.
ALWAYS IN STOCK.

SOAP AND SODA MANUFACTURERS
EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLES

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HANT BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR

LAUNCHES, AT
 &c. &c. &c. VERY NORMAL RATES.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SCOTCH
WHISKY &

WHISKY, &c.
BONS, LAKE, BRIDAL VES
FANCY DRESS GOODS, MUSLIN
LAWNS, NAINSOOKS, SHIR
INGS, ALPACAS, HOSIER
ENGLISH AND AMERICAN FOO

ALWAYS IN STOCK
AT
REASONABLE PRICES.

Dentistry

DR. M. H. CHAUN.

AMERICAN SYSTEM OF DENTISTRY

32, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania. U.S.

Hongkong, 16th April, 1995. • (2)

TRAIN TIME

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STUDIO AT NO. 14, D'AGUIAR STREET.

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